OFFICE OF

AVIATION POLICY AND PLANS

A V I A T I O N

I N D U S T R Y

O V E R V I E W

FIRST HALF
FISCAL YEAR 2000

AUGUST 2000

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AVIATION INDUSTRY OVERVIEW

FIRST HALF FISCAL YEAR 2000

U.S. ECONOMIC OUTLOOK

- Gross Domestic Product (GDP): Latest actual data (July 2000) show the U.S. economy is growing at a faster pace than projected in the FAA's March 2000 national forecast. The FAA's forecast, based on the December 1999 OMB forecast, assumed a 3.5 percent annual GDP growth rate. Data through July 2000 shows that the GDP increased by 4.8 percent during the first six months of FY-2000. Based on OMB's latest economic projections (May 2000), the U.S. economy is expected to grow at a rate of 5.0 percent during FY 2000. (See Page 4.)

- Price Indices: The increase in prices through the first half of FY-2000, 3.0 percent, is above the 2.7 percent rise anticipated in the FAA March forecast. Fuel prices increased by 33.3 percent during the same period.

AIR CARRIER TRAFFIC/CAPACITY

- Air carrier traffic, as measured by passenger enplanements, increased 3.8 percent during the first six months of FY 2000. Domestic passengers were up 4.3 percent, while international passengers declined by 1.6 percent. (See page 5.)

- Air carrier departures increased 3.2 percent during the same FY 2000 period. Domestic operations were up 3.2 percent and international operations were up 2.9 percent. (See page 5.)

AIR CARRIER FINANCIAL

- Profit/Loss: Commercial airlines recorded an operating profit of over $1.9 billion during the first six months of FY 2000. For the 67 reporting carriers, operating revenues and expenses were up 8.1 and 10.6 percent, respectively. (See page 7, with individual carrier detail on pages 17-20.)

- Yields/Fares: Passenger yields (revenue received per passenger mile) for the 38 reporting carriers increased 2.1 percent during the first half of FY-2000 to 13.4 cents. The break-even yield for the reporting carriers was 13.1 cents during the same period. (See pages 21-22 for individual carrier detail.)

- Jet Fuel Prices: The price for air carrier jet fuel averaged 68.9 cents per gallon during the first six months of FY 2000, an increase of 46.3 percent from the average price of jet fuel during the same FY 1999 period. Domestically, air carrier jet fuel prices increased 44.8 percent, while internationally jet fuel prices were up 50.1 percent. Overall fuel consumption increased 3.6 percent, up 4.1 percent in domestic markets and 2.4 percent in international markets. (See page 23.)

AIRCRAFT ORDERS AND DELIVERIES/SHIPMENTS

- Commercial Aircraft (Including Regional Jets): Air carrier aircraft orders increased 46.7 percent while deliveries were down 11.3 percent during the first six months of FY 2000. Foreign manufacturers accounted for 52.7 percent of aircraft orders and 54.5 percent of aircraft deliveries. Excluding regional jets, foreign manufacturers accounted for 35.5 percent of aircraft orders and 40.7 percent of aircraft deliveries. (See page 8.)

- General Aviation: General aviation aircraft shipments and billings were up 17.8 and 21.6 percent, respectively, during the first half of FY 2000. Piston aircraft showed the largest increase in deliveries, up 20.8 percent. During the same FY 2000 period, 21.0 percent of total shipments were in the export trade, down from 23.6 percent during the first six months FY 1999. (See page 9.)

AVIATION INDUSTRY OVERVIEW
(CONT'D)

FIRST HALF FISCAL YEAR 2000

FAA WORKLOAD MEASURES

- FAA Workload: Operations at combined FAA/contract towered airports totaled 33.1 million during the first half of FY 2000, 2.8 percent over recorded activity levels in the same FY 1999 period. Commercial activity (air carrier and air taxi/commuter operations) increased 4.1 percent at towered airports, while general aviation activity increased 2.5 percent and military activity decreased 4.5 percent. Activity at FAA en route centers increased 3.5 percent during the same time period, with the number of commercial and general aviation aircraft handled up 5.0 and 0.6 percent respectively. (See page 10.)

- Individual Hub Activity: Air carrier activity at fifty-three of the largest U.S. airports was up 3.8 percent during the first six months of FY 2000. Chicago O'Hare (425,717 operations) was the largest U.S. hub in terms of commercial operations during this period, followed by Atlanta (424,040), and Dallas/Fort Worth (397,491). San Juan (up 25.8 percent), Washington, Dulles (up 24.7 percent), and Raleigh/Durham (up 19.9 percent) recorded the largest percentage growth. Long Beach (down 16.1 percent), Burbank (down 12.4 percent), and Minneapolis/St. Paul (down 7.1 percent), recorded the largest percentage declines. (See pages 11-12.)

NOTE: UNLESS SPECIFICALLY NOTED OTHERWISE IN THE TEXT, ALL COMPARISONS ARE THE FIRST SIX MONTH OF FY 2000 TO THE FIRST SIX MONTHS OF FY 1999.

US ECONOMIC OUTLOOK

FIRST HALF FISCAL YEAR 2000

	1ST Half FY 2000	FY 2000 (%)	FY 2001 (%)
GDP Growth Rate			
OMB (5/00)	4.8	5.0	3.4
WEFA, Inc. (7/00)	4.8	5.0	3.7
DRI/McGraw Hill (6/00)	4.8	5.0	3.3
Consumer Price Index			
OMB(5/00)	3.0	3.3	2.7
WEFA, Inc. (7/00)	3.0	3.3	2.7
DRI/McGraw Hill (6/00)	3.0	3.3	2.5
Gasoline & Oil Price Index			
OMB (5/00)	34.2	20.0	(10.3)
WEFA, Inc. (7/00)	33.3	31.4	(4.2)
DRI/McGraw Hill (6/00)	33.3	33.0	1.4

Based on actual data through July 2000 (WEFA Group), the U.S. economy is growing at a faster pace than projected in the FAA's March 2000 forecast. The FAA forecast—based on December 1999 OMB forecasts—assumed a 3.5 percent annual growth rate in the FY 2000 Gross Domestic Product. The actual rate of growth through the first half of FY 2000 rose to 4.8 percent. The Consumer Price Index (CPI) rose to 3.0 percent, 0.3 percentage points higher than the FAA forecast anticipated rate of 2.7 percent.

Gross Domestic Product: Using the most recent GDP data as reported by the WEFA Group, the U.S. economy grew at an annual rate of 4.6 percent during the first quarter of FY-00, and 5.0 percent during the second quarter. The latest OMB estimate (May 2000) projects GDP growth of 5.0 percent for FY 2000, and 3.4 percent for FY 2001.

Prices: The CPI increased 3.0 percent during the first half of FY-00. Fuel prices, as measured by the oil and gasoline price index, increased 33.3 percent during the same six-month period.

PASSENGER ENPLANEMENTS AND AIRCRAFT DEPARTURES
ALL CARRIERS--SCHEDULED AND CHARTER SERVICES

FIRST HALF FISCAL YEAR 2000

Passenger Enplanements

	Domestic (000)	International (000)	Total (000)	% Change from FY 1999 Domestic (%)	International (%)	Total (%)
October	50,686	4,683	55,369	5.0	2.3	4.8
November	48,688	4,494	53,182	6.0	4.8	5.9
December	47,322	4,183	51,505	1.2	(5.8)	0.6
Total 1Q FY 2000	146,696	13,360	160,056	4.1	0.4	3.8
January	42,192	4,295	46,487	0.2	(8.4)	(0.6)
February	44,827	4,189	49,017	6.8	2.2	6.4
March	54,803	5,079	59,882	6.5	(3.6)	5.6
Total 2Q FY 2000	141,822	13,563	155,386	4.6	(3.5)	3.9
First Half FY 2000	288,518	26,923	315,442	4.3	(1.6)	3.8

Aircraft Departures

	Domestic (000)	International (000)	Total (000)	% Change from FY 1999 Domestic (%)	International (%)	Total (%)
October	729.7	48.3	778.0	2.7	2.9	2.7
November	683.0	46.8	729.8	(0.2)	2.4	0.0
December	730.4	49.4	779.8	3.4	5.0	3.5
Total 1Q FY 2000	2,143.1	144.5	2,287.6	2.0	3.5	2.1
January	687.5	47.3	734.7	3.0	(0.8)	2.8
February	676.0	45.8	721.7	5.9	8.1	6.1
March	753.4	50.3	803.7	4.6	0.4	4.3
Total 2Q FY 2000	2,116.9	143.4	2,260.1	4.5	2.3	4.3
First Half FY 2000	4,260.0	287.9	4,547.8	3.2	2.9	3.2

Air carrier passenger enplanements increased 3.8 percent during the first half of FY 2000, with domestic enplanements up 4.3 percent and international enplanements down 1.6 percent. Most of the loss in international markets is attributable to a 20.7 percent decline in Pacific markets. Atlantic and Latin America markets were up 8.0 and 2.7 percent respectively.

Air carrier aircraft departures increased 3.2 percent during the first six months of FY 2000, with domestic markets up 3.2 percent and international markets up 2.9 percent.

TRAFFIC AND SEAT CAPACITY (49 CARRIERS)

FIRST HALF FISCAL YEAR 2000

	ASMs (mil)	RPMs (mil)	LF (%)	Change from FY 1999 ASMs (%)	Change from FY 1999 RPMs (%)	Change from FY 1999 LF (pts)
Majors 1/	435,624.9	300,207.7	68.9	4.8	5.3	0.3
Nationals 2/	30,272.1	19,446.2	64.2	22.3	21.2	(0.6)
Large/Medium Regionals 3/	3,919.7	2,473.2	63.1	79.7	76.6	(1.1)
Selected Regionals/ Commuters 4/	5,240.7	2,891.9	55.2	17.6	17.4	(0.1)
TOTAL	**475,057.4**	**325,019.0**	**68.4**	**6.4**	**6.6**	**0.2**

Forty-nine U.S. Air Carriers reported a traffic increase of 6.6 percent during the first half of FY 2000. Seat miles increased 6.4 percent during the same time period. The load factor for the first half of FY 2000 was 68.4 percent, 0.2 percentage points higher than in the same FY 1999 period.

Twelve Majors reported traffic increases of 5.3 percent during the first half of FY 2000. Capacity increased by 4.8 percent, the result being a load factor of 68.9 percent, up 0.3 percentage points over the same FY 1999 period.

Twenty-two Nationals reported traffic and capacity increases of 21.2 and 22.3 percent, respectively, during the first half of FY 2000. The Nationals' load factor decreased 0.6 percentage points to 64.2 percent.

Ten Large/Medium Regionals reported a traffic increase of 76.6 percent and a capacity increase of 79.7 percent during the first half of FY 2000. The load factor for these carriers decreased 1.1percentage points to 63.1 percent.

Five Regional/Commuter carriers' traffic and capacity increased by 17.4 and 17.6 percent respectively during the first half of FY 2000. The load factor decreased 0.1 points to 55.2 percent.

1/ See page 13 for individual carrier detail.
2/ See page 14 for individual carrier detail.
3/ See page 15 for individual carrier detail.
4/ See page 16 for individual carrier detail.

FINANCIAL RESULTS (67 CARRIERS)

FIRST HALF FISCAL YEAR 2000

				Change from FY 1999		
	OPERATING REVENUES ($Mil)	OPERATING EXPENSES ($Mil)	PROFIT/ (LOSS) ($Mil)	OPERATING REVENUES (%)	OPERATING EXPENSES (%)	PROFIT/ (LOSS) ($Mil)
Majors 1/	53,949.7	52,294.1	1,655.6	8.2	10.7	(938.3)
Nationals 2/	5,433.5	5,244.7	188.8	5.5	9.7	(181.4)
Large/Medium Regionals 3/	412.0	401.6	10.4	14.2	11.7	9.2
Selected Regionals/ Commuters 4/	558.4	505.3	53.1	16.7	17.1	6.0
TOTAL	**60,353.6**	**58,445.7**	**1,907.9**	**8.1**	**10.6**	**(1,104.5)**

Sixty-seven Reporting Carriers had an operating profit of $1.9 billion during the first half of FY 2000. This represents a $1.1 billion drop in profits from the same FY 1999 period. Operating expenses increased by 10.6 percent, while revenues increased by 8.1 percent.

Fifteen Majors posted an operating profit of just over $1.6 billion, almost $1 billion less than the profits reported in the first half of FY 1999. Operating revenues were up 8.2 percent, while operating expenses increased 10.7 percent.

Thirty-three Nationals posted an operating profit of $188.8 million, a $181.4 million decline from the same FY 1999 period. Operating revenues increased 5.5 percent, and expenses increased 9.7 percent.

Fifteen Large/Medium Regionals reported an operating profit of $10.4 million, a $9.2 million improvement over the first half of FY 1999. The Regionals' operating revenues increased by 14.2 percent, while operating expenses increased by 11.7 percent.

Four Selected Regionals/Commuters earned an operating profit of $53.1 million, representing a $6.0 million increase over the first half of FY 1999. Operating revenues and expenses increased 16.7 and 17.1 percent respectively.

Passenger Yields **5/** for thirty-eight reporting carriers increased 2.1 percent during the first half of FY 2000, from 13.19 cents to 13.43 cents. Break-even yield for the first six months of FY 2000 was 13.05 cents, up from 12.39 cents for the same FY 1999 period.

1/ See page 17 for individual carrier detail.
2/ See page 18 for individual carrier detail.
3/ See page 19 for individual carrier detail.
4/ See page 20 for individual carrier detail.
5/ See pages 21-22 for individual carrier yield data.

AIR CARRIER AIRCRAFT ORDERS AND DELIVERIES

FIRST HALF FISCAL YEAR 2000

	ORDERS		DELIVERIES	
	Number	% Change from FY 1999	Number	% Change from FY 1999
NARROWBODY				
2-Engine	459	82.1	277	(16.8)
3-Engine	-	-	-	-
4-Engine	8	300.0	11	(8.3)
Total Narrowbody	467	83.9	288	(16.5)
WIDEBODY				
2-Engine	76	153.3	74	(19.6)
3-Engine	-	-	4	(20.0)
4-Engine	20	(39.4)	25	(47.9)
Total Widebody	96	52.4	103	(29.0)
Total Orders/Deliveries (Excluding Regional Jets)	563	77.6	391	(20.2)
Foreign Manufacturers	200	14.9	159	5.3
Foreign Share	35.5%	(19.4) Points	40.7%	9.8 Points
REGIONAL JETS				
RJ-100	59	(65.3)	44	(10.2)
EMB-145	118	227.8	62	72.2
DO –328	27	------	13	------
Total Regional Jets	204	(1.0)	119	40.0
Total Orders/Deliveries (Including Regional Jets)	767	46.7	510	(11.3)
Foreign Manufacturers	404	6.3	278	17.8
Foreign Share	52.7%	(20.0) Points	54.5%	13.5 Points

Commercial air carrier jet aircraft orders, including regional jets, totaled 767 during the first half of FY 2000, a 46.7 percent increase from the same FY 1999 period. Foreign manufacturers' orders comprised 52.7 percent of the commercial aircraft market, down 20.0 points from the first half of FY 1999. Excluding regional jets, air carrier jet aircraft orders totaled 563 during the first half of FY 2000, a 77.6 percent increase from the first half of FY 1999. Foreign manufacturers of aircraft, excluding regional jets, comprised 35.5 percent of the commercial aircraft market, down 19.4 points over the first half FY 1999.

Commercial air carrier jet deliveries, including regional jets, totaled 510 during the first half of FY 2000, down 11.3 percent from the same FY 1999 period. Foreign manufacturers accounted for 54.5 percent of all deliveries, an increase of 13.5 points over FY 1999. Excluding regional jets, air carrier jet aircraft deliveries totaled 391 during the first half of FY 2000, a 20.2 percent decrease over the same FY 1999 period. Foreign manufacturers of aircraft, excluding regional jets, comprised 40.7 percent of the commercial aircraft market, a 9.8 point increase over the first half of FY 1999.

GENERAL AVIATION AIRCRAFT SHIPMENTS

FIRST HALF FISCAL YEAR 2000

	Number of Shipments	% Change from FY 1999
PISTON	982	20.8
TURBOPROP	166	1.8
JET	298	18.7
TOTAL	**1,446**	**17.8**

General aviation aircraft shipments increased 17.8 percent during the first half of FY 2000, totaling 1,446 units compared to 1,227 units shipped during the same FY 1999 period. Billings during this period increased 21.6 percent, totaling $4.5 billion compared to $3.7 billion during the first half of FY 1999.

Export shipments rose 5.2 percent, from 289 to 304 during the first half of FY 2000. Export billings totaled $1.2 billion during the first six months of FY 2000, down slightly from the same FY 1999 period. In the first half of FY 2000, 21.0 percent of total shipments and 25.6 percent of total billings were in export trade. During the same FY 1999 period, 23.6 percent of total shipments and 32.3 percent of total billings were in export trade.

FAA WORKLOAD MEASURES

FIRST HALF FISCAL YEAR 2000

	FAA Facilities (000)	Combined/FAA Contract Facilities (000)	% Change from FY 1999: FAA Facilities (%)	% Change from FY 1999: Combined/FAA Contract Facilities (%)
Tower Operations				
Air Carrier	7,405.0	7,527.6	5.5	6.1
Commuter/Air Taxi	4,453.0	5,182.1	(1.5)	1.4
General Aviation	12,926.0	18,935.4	(4.8)	2.5
Military	999.1	1,408.5	(7.9)	(4.5)
Total	25,783.1	33,053.6	(1.6)	2.8
Instrument Operations				
Air Carrier	8,155.1	8,216.9	7.0	7.2
Commuter/Air Taxi	5,478.8	5,665.0	(1.6)	(0.9)
General Aviation	9,840.4	9,975.1	3.4	3.5
Military	1,681.8	1,711.1	(0.4)	(0.3)
Total	25,156.1	25,568.1	3.1	3.3
Center Operations				
Air Carrier	12,318.4		4.6	
Commuter/Air Taxi	4,001.2		6.2	
General Aviation	4,254.8		0.6	
Military	2,029.1		(1.7)	
Total	22,603.5		3.5	
Flight Services				
Total	13,896.3		(7.6)	

Since 1994, a total of 136 FAA towers (22 during the first six months of FY 2000) have been converted to contract tower status. Additionally, 33 towered airports (3 during the first six months of FY 2000) were brought into the contract tower program. The removal of these airports from FAA air traffic counts makes comparisons to previous year's activity levels difficult. To overcome these discontinuities, the FAA is reporting air traffic activity at FAA and contract tower facilities on both an individual as well as a combined basis. Activity at FAA Air Route Traffic Control Centers is not affected by the tower conversions.

Aircraft activity at combined FAA/contract towered airports increased 2.8 percent from levels recorded during the first half of FY 1999. With the exception of military aircraft, tower operations increased in all categories, with the air carrier category recording the largest increase at 6.1 percent. Military aircraft tower operations at combined FAA/contract towered airports decreased 4.5 percent from operations recorded during the first half of FY 1999.

Instrument operations at combined FAA/contract towers totaled 25.6 million in the first half of FY 2000, up 3.3 percent over the same FY 1999 period. Air carrier and general aviation aircraft activity levels showed increases of 7.2 and 3.5 percent, respectively, while air taxi/commuter and military activity levels dropped 0.9 and 0.3 percent, respectively. Commercial (sum of air carrier and commuter/air taxi) instrument operations were up 3.7 percent for the half of FY 2000.

Aircraft handled by FAA Centers increased 3.5 percent during the first half of FY 2000—with the greatest increases in air carrier and commuter/air taxi aircraft handled, up 4.6 and 6.2 percent respectively. The number of general aviation aircraft handled increased 0.6 percent, while the number of military aircraft handled decreased 1.7 percent.

Total services at FAA Flight Service Stations totaled 13.9 million during the first half of FY 2000, down 7.6 percent over the same FY 1999 period.

COMMERCIAL OPERATIONS AT SELECTED U.S. HUBS/1

FIRST HALF FISCAL YEAR 2000

U.S. Hub Airport	Hub Code	FY 2000 Commercial Operations	FY 1999 Commercial Operations	% Change from FY 1999
Albuquerque	ABQ	56,581	55,258	2.4
Atlanta	ATL	445,721	424,040	5.1
Boston	BOS	226,422	225,323	0.5
Charlotte	CLT	193,706	192,486	0.6
Chicago		542,660	520,932	4.2
Midway	MDW	108,348	95,215	13.8
O'Hare	ORD	434,312	425,717	2.0
Cincinnati	CVG	224,755	210,680	6.7
Cleveland	CLE	150,774	135,187	11.5
Dallas/Fort Worth		488,394	465,180	5.0
Dallas/Ft. Worth Int'l.	DFW	413,011	397,491	3.9
Dallas Love Field	DAL	75,383	67,689	11.4
Dayton	DAY	50,854	51,109	(0.5)
Denver	DEN	243,856	231,186	5.5
Detroit	DTW	242,565	237,451	2.2
Hartford	BDL	65,405	61,868	5.7
Honolulu	HNL	117,662	109,592	7.4
Houston		295,115	282,550	4.5
Houston Int'l.	IAH	222,713	213,517	4.3
Houston Hobby	HOU	72,402	69,033	4.9
Indianapolis	IND	100,925	95,999	5.1
Kansas City	MCI	102,539	101,376	1.2
Las Vegas	LAS	201,688	181,254	11.3
Los Angeles		541,155	535,792	1.0
Los Angeles Int'l.	LAX	377,339	368,471	2.4
Burbank	BUR	43,944	50,180	(12.4)
John Wayne	SNA	49,611	42,701	16.2
Long Beach	LGB	9,564	11,393	(16.1)
Ontario	ONT	60,697	63,047	(3.7)
Memphis	MEM	155,489	149,514	4.0
Miami/Ft. Lauderdale		316,242	316,077	0.1
Miami	MIA	218,115	224,436	(2.8)
Fort Lauderdale	FLL	98,127	91,641	7.1
Minneapolis/St. Paul	MSP	190,297	204,747	(7.1)
Nashville	BNA	81,186	76,200	6.5
New Orleans	MSY	67,902	69,474	(2.3)

COMMERCIAL OPERATIONS AT SELECTED U.S. HUBS/1 (Con't.)

FIRST HALF FISCAL YEAR 2000

U.S. Hub Airport	Hub Code	FY 2000 Commercial Operations	FY 1999 Commercial Operations	% Change from FY 1999
New York		563,187	553,729	1.7
Kennedy	JFK	166,513	162,984	2.2
LaGuardia	LGA	176,600	172,101	2.6
Newark	EWR	220,074	218,644	0.7
Orlando	MCO	164,086	160,217	2.4
Philadelphia	PHL	215,221	212,052	1.5
Phoenix	PHX	249,859	229,205	9.0
Pittsburgh	PIT	206,781	203,203	1.8
Portland	PDX	135,823	130,725	3.9
Raleigh/Durham	RDU	110,157	91,875	19.9
St. Louis	STL	230,247	231,371	(0.5)
Salt Lake City	SLC	140,226	141,655	(1.0)
San Antonio	SAT	58,940	58,403	0.9
San Diego	SAN	95,942	102,095	(6.0)
San Francisco		382,622	382,259	0.1
San Francisco Int'l.	SFO	201,036	197,381	1.9
Oakland	OAK	104,459	107,707	(3.0)
San Jose	SJC	77,127	77,171	(0.1)
San Juan	SJU	109,476	87,042	25.8
Seattle	SEA	208,653	201,432	3.6
Tampa	TPA	115,439	109,883	5.1
Washington/Baltimore		476,763	426,473	11.8
Dulles	IAD	216,400	173,570	24.7
National	DCA	126,721	124,290	2.0
Baltimore	BWI	133,642	128,613	3.9
Total All Airports		**8,565,315**	**8,254,894**	**3.8**

1/ Commercial operations include the sum of air carrier operations and air taxi/commuter operations.

SCHEDULED AND NONSCHEDULED

TRAFFIC DEMAND, SEAT CAPACITY, AND LOAD FACTORS

FIRST HALF FY 2000

MAJORS

CARRIER	ASMs (mil)	RPMs (mil)	L.F. (%)	Change from FY 1999 ASMs (%)	Change from FY 1999 RPMs (%)	Change from FY 1999 L.F. (pts)
Alaska	8,549.1	5,649.0	66.1	2.7	3.6	0.6
America West	13,071.6	8,866.4	67.8	4.3	10.0	3.5
American	80,863.2	54,555.8	67.5	7.2	6.7	(0.3)
American Eagle	2,377.8	1,426.8	60.0	15.2	13.7	(0.8)
American Trans Air	6,224.3	4,638.0	74.5	(8.3)	(2.0)	4.8
Continental	40,726.8	29,001.3	71.2	10.9	12.2	0.9
Delta	71,678.8	49,650.2	69.3	1.3	1.0	(0.2)
Northwest	48,996.9	35,621.0	72.7	5.0	8.4	2.3
Southwest	28,202.0	18,914.0	67.1	13.7	18.4	2.7
Trans World	18,085.4	12,275.0	67.9	8.5	10.0	0.9
United	86,448.3	59,553.6	68.9	0.4	(0.6)	(0.6)
USAirways	30,400.7	20,056.6	66.0	6.2	2.4	(2.5)
Total	**435,624.9**	**300,207.7**	**68.9**	**4.8**	**5.3**	**0.3**

THE TRAFFIC DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S MONTHLY FILINGS ON DOT FORM 41.

SCHEDULED AND NONSCHEDULED

TRAFFIC DEMAND, SEAT CAPACITY, AND LOAD FACTORS

FIRST HALF FISCAL YEAR 2000

NATIONALS

CARRIER	ASMs (mil)	RPMs (mil)	L.F. (%)	Change from FY 1999 ASMs (%)	Change from FY 1999 RPMs (%)	Change from FY 1999 L.F. (pts)
Air Transport International	74.7	41.9	56.1	24.5	6.9	(9.2)
Air Wisconsin	1,114.3	693.4	62.2	45.0	37.9	(3.2)
Airtran	2,860.7	1,713.5	59.9	4.1	8.9	2.6
Aloha	576.4	362.5	63.0	5.9	5.4	(0.3)
Atlantic Southeast	1,333.3	844.7	63.4	34.0	61.9	10.9
Continental Express	2,027.8	1,226.9	60.5	41.6	46.7	2.1
Continental Micronesia	2,030.7	1,563.7	77.0	(18.5)	(11.7)	5.9
Executive	370.8	195.6	52.8	32.3	15.4	(7.8)
Frontier	1,852.4	1,021.5	55.1	33.7	31.3	(1.0)
Hawaiian	3,207.3	2,404.8	75.0	11.9	12.8	0.6
Horizon	1,112.3	679.3	61.1	12.6	10.9	(0.9)
Mesaba	1,399.2	762.1	54.5	26.3	27.9	0.7
Midway	870.1	595.5	68.5	14.2	20.8	3.8
Midwest Express	1,528.2	945.8	61.9	10.7	11.6	0.5
National Airlines 1/	1,470.3	789.4	53.7	n/a	n/a	n/a
Ryan International	1,555.2	1,108.4	71.3	17.6	9.1	(5.6)
Spirit	1,909.0	1,369.5	71.7	54.5	48.6	(2.9)
Sun Country	2,241.5	1,539.4	68.7	2.7	(4.2)	(4.9)
Trans States	536.2	245.7	45.8	7.5	(4.3)	(5.7)
USAir Shuttle 2/	287.4	133.2	46.3	0.8	1.8	0.5
Vanguard Air Express	704.2	412.9	58.6	36.0	19.2	(8.3)
World	1,210.1	796.5	65.8	33.5	44.0	4.8
Total	**30,272.1**	**19,446.2**	**64.2**	**22.3**	**21.2**	**(0.6)**

1/ Carrier began reporting traffic 1st quarter of FY 2000.
2/ FY 2000, carrier did not report February 2000.

THE TRAFFIC DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S MONTHLY FILINGS ON DOT FORM 41.

SCHEDULED AND NONSCHEDULED

TRAFFIC DEMAND, SEAT CAPACITY, AND LOAD FACTORS

FIRST HALF FISCAL YEAR 2000

LARGE/MEDIUM REGIONALS

CARRIER	ASMs (mil)	RPMs (mil)	L.F. (%)	Change from FY 1999 ASMs (%)	Change from FY 1999 RPMs (%)	Change from FY 1999 L.F. (pts)
Champion Air	950.7	670.9	70.6	59.7	35.0	(12.9)
Miami Air	479.1	226.7	47.3	(2.2)	1.8	1.9
North American	604.0	306.2	50.7	121.1	109.5	(2.8)
Omni Air Express 3/	1,037.4	852.7	82.2	1,964.3	1,735.6	(10.7)
Pro Air 1/	136.0	48.2	35.5	n/a	n/a	n/a
Reeve	48.4	20.8	42.9	(18.8)	(12.6)	3.0
Tatonduk Flying Service 1/	5.3	.01	0.3	n/a	n/a	n/a
Tradewinds 1/, 2/	91.3	45.0	49.3	n/a	n/a	n/a
Transmeridian 2/	518.2	277.4	53.5	34.3	20.0	(6.4)
UFS, Inc. 2/	49.4	25.1	50.9	(36.7)	(35.1)	1.3
Total	**3,919.7**	**2,473.2**	**63.1**	**79.7**	**76.6**	**(1.1)**

1/ Began reporting 2nd quarter FY 2000.
2/ FY 2000, carrier did not report March data.
3/ Began reporting 2nd quarter FY 1999, carrier did not report March 2000 data.

THE TRAFFIC DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S MONTHLY FILINGS ON DOT FORM 41.

SCHEDULED

TRAFFIC DEMAND, SEAT CAPACITY, AND LOAD FACTORS

FIRST HALF FISCAL YEAR 2000

SELECTED REGIONALS/COMMUTERS 1/

				Change from FY 1999		
CARRIER	ASMs (mil)	RPMs (mil)	L.F. (%)	ASMs (%)	RPMs (%)	L.F. (pts)
Atlantic Coast Airways	953.8	514.3	53.9	18.4	17.5	(0.4)
Comair	2,145.8	1,286.6	60.0	19.1	17.9	(0.6)
Great Lakes 2/	128.0	59.0	46.1	(5.5)	1.3	3.1
Mesa	1,471.0	739.6	50.3	20.7	21.5	0.3
Skywest 2/	542.1	292.4	54.0	9.5	9.8	0.2
Total	**5,240.7**	**2,891.9**	**55.2**	**17.6**	**17.4**	**(0.1)**

1/ Carriers reporting traffic data on Securities and Exchange Commission Form 10Q.
2/ Data and comparison based on one quarter of data from FY 1999 and FY 2000.

THE TRAFFIC DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S QUARTERLY FILINGS ON SECURITIES AND EXCHANGE COMMISSION FORM 10Q.

FINANCIAL RESULTS

FIRST HALF FISCAL YEAR 2000

MAJORS

CARRIER	OPERATING REVENUES ($Mil)	OPERATING EXPENSES ($Mil)	PROFIT/ (LOSS) ($Mil)	Change from FY 1999: OPERATING REVENUES (%)	Change from FY 1999: OPERATING EXPENSES (%)	Change from FY 1999: PROFIT/ (LOSS) ($Mil)
Alaska	807.5	801.0	6.6	6.7	15.2	(54.8)
America West	1,107.0	1,059.0	48.0	9.9	14.7	(35.7)
American	8,337.1	7,907.1	429.9	11.3	9.8	140.2
American Eagle	545.5	527.5	18.1	14.0	14.3	1.2
American Trans Air	512.9	509.0	4.0	15.3	22.9	(26.9)
Continental	4,081.6	4,072.4	9.1	10.3	17.7	(231.8)
Delta	7,167.9	6,921.9	245.9	1.1	7.9	(425.2)
DHL 1/	370.6	350.4	20.2	(3.7)	8.3	(41.2)
Federal Express	7,681.2	7,238.0	443.2	9.2	10.5	(38.3)
Northwest	4,895.9	4,774.5	121.4	14.3	7.4	283.4
Southwest	2,447.1	2,137.4	309.7	15.3	18.9	(16.2)
Trans World	1,610.7	1,979.1	(368.4)	6.6	22.6	(265.2)
United	8,986.1	8,519.0	467.0	6.7	5.1	150.1
United Parcel Service	1,236.4	1,148.9	87.4	23.7	16.7	72.9
USAirways	4,162.3	4,348.9	(186.6)	0.8	12.6	(450.9)
Total	**53,949.7**	**52,294.1**	**1,655.6**	**8.2**	**10.7**	**(938.3)**

1/ Carrier did not report 2nd quarter FY 2000.

THE FINANCIAL DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S QUARTERLY FILINGS ON DOT FORM 41.

FINANCIAL RESULTS

FIRST HALF FISCAL YEAR 2000

NATIONALS

				Change from FY 1999		
CARRIER	OPERATING REVENUES ($Mil)	OPERATING EXPENSES ($Mil)	PROFIT/ (LOSS) ($Mil)	OPERATING REVENUES (%)	OPERATING EXPENSES (%)	PROFIT/ (LOSS) ($Mil)
Airtran	252.5	224.9	27.6	11.9	(6.8)	43.3
Air Transport	166.3	154.5	11.8	197.1	166.4	13.8
Air Wisconsin	168.5	163.3	5.2	45.3	45.2	1.7
Aloha	121.0	132.6	(11.7)	9.5	22.2	(13.6)
American International 3/	67.3	50.7	16.6	(65.7)	(72.9)	7.1
Atlantic Southeast	265.5	207.7	57.7	25.0	19.4	19.3
Atlas	360.1	260.4	99.7	27.1	30.7	15.6
Challenge Air Cargo	77.7	88.4	(10.7)	5.9	10.1	(3.8)
Continental Express	371.0	344.0	26.9	27.1	34.7	(9.5)
Continental Micronesia	258.4	241.7	16.6	(6.3)	(8.9)	6.2
Emery	545.5	542.0	3.5	(44.4)	(44.5)	(1.5)
Evergreen	160.8	150.1	10.7	(5.5)	13.9	(27.6)
Executive	85.3	83.8	1.4	14.0	34.0	(10.8)
Express One International 1/	34.2	29.4	4.8	25.9	11.5	3.9
Fine Airlines	99.9	91.9	8.0	72.9	80.3	1.2
Frontier	165.8	151.8	14.0	37.4	43.8	(1.1)
Gemini Air Cargo 1/	40.3	34.2	6.1	17.5	33.6	(2.6)
Hawaiian	257.5	315.5	(57.9)	21.7	51.4	(61.2)
Horizon	202.3	202.5	(0.2)	11.1	14.2	(4.8)
Kitty Hawk	187.1	180.0	7.1	23.5	39.0	(14.9)
Mesaba 1/	101.0	89.4	11.6	12.7	12.5	1.4
Midway	118.2	128.0	(9.8)	6.8	32.9	(24.2)
Midwest Express	198.5	187.5	11.0	11.7	21.9	(12.9)
National 2/	80.9	106.3	(25.5)	n/a	n/a	n/a
Polar Air Cargo	175.2	176.7	(1.5)	10.1	22.2	(16.1)
Ryan International	108.8	107.6	1.2	1.9	8.1	(6.0)
Spirit	139.8	146.9	(7.1)	46.8	71.5	(16.7)
Sun Country	131.9	151.4	(19.5)	10.5	30.7	(23.0)
Trans States	107.4	111.7	(4.3)	(2.0)	4.8	(7.3)
USAir Shuttle	91.5	91.2	.3	3.8	3.2	0.5
USA Jet Airlines	108.2	90.5	17.7	74.1	76.7	6.8
Vanguard	59.6	73.8	(14.2)	18.3	47.2	(14.4)
World	125.7	134.0	(8.3)	(1.9)	1.8	(4.9)
Total	**5,433.5**	**5,244.7**	**188.8**	**5.5**	**9.7**	**(181.4)**

1/ FY 2000, carrier did not report 2nd quarter data.
2/ Carrier began reporting 1st quarter FY 2000.
3/ Acquired by Kitty Hawk, carrier stopped reporting 2nd quarter FY 2000.

THE FINANCIAL DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S QUARTERLY FINDINGS ON DOT FORM 41.

FINANCIAL RESULTS

FIRST HALF FISCAL YEAR 2000

LARGE/MEDIUM REGIONALS

				Change from FY 1999		
CARRIER	OPERATING REVENUES ($Mil)	OPERATING EXPENSES ($Mil)	PROFIT/ (LOSS) ($Mil)	OPERATING REVENUES (%)	OPERATING EXPENSES (%)	PROFIT/ LOSS ($Mil)
Amerijet	55.6	54.0	1.6	5.0	14.7	(4.3)
Arrow Air	48.4	40.9	7.5	5.8	(21.1)	13.6
Capital Cargo 1/	8.4	8.9	(0.4)	n/a	n/a	n/a
Champion Air	63.5	56.8	6.7	58.5	54.0	3.5
Florida West	20.8	20.5	0.3	(48.1)	(50.3)	1.5
Lynden Air Cargo 2/	23.9	20.1	3.8	278.3	212.6	3.9
Miami Air	47.9	46.4	1.5	10.5	18.2	(2.6)
North American	34.1	35.9	(1.8)	18.7	29.3	(2.8)
Northern Air Cargo	17.3	19.8	(2.5)	(19.7)	(5.2)	(3.2)
Pro Air 1/	8.8	18.0	(9.2)	n/a	n/a	n/a
Reeve	12.9	16.2	(3.3)	(12.5)	(2.0)	(1.5)
Tatonduk 2/	10.5	9.7	0.9	210.2	182.8	0.9
Trans Continental 2/	4.3	4.8	(0.5)	20.1	(10.4)	1.3
Transmeridian	30.2	29.8	0.4	5.2	(8.2)	4.2
UFS, Inc.	25.4	19.8	5.6	(19.5)	(34.6)	4.3
Total	**412.0**	**401.6**	**10.4**	**14.2**	**11.7**	**9.2**

1/ Carrier began reporting 2nd quarter FY 2000.
2/ Carrier began reporting 2nd quarter FY 1999.

THE FINANCIAL DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S QUARTERLY FILINGS ON DOT FORM 41.

FINANCIAL RESULTS

FIRST HALF FISCAL YEAR 2000

SELECTED REGIONALS/COMMUTERS 1/

CARRIER	OPERATING REVENUES ($Mil)	OPERATING EXPENSES ($Mil)	PROFIT/ (LOSS) ($Mil)	Change from FY 1999: OPERATING REVENUES (%)	Change from FY 1999: OPERATING EXPENSES (%)	Change from FY 1999: PROFIT/ (LOSS) ($Mil)
Atlantic Coast Airways	183.4	168.3	15.1	21.4	26.6	(3.0)
Great Lakes 2/	32.0	31.0	1.0	5.9	3.4	0.8
Mesa	225.6	208.8	16.8	15.7	15.0	3.4
Skywest 2/	117.4	97.2	20.2	14.8	11.8	4.9
Total	**558.4**	**505.3**	**53.1**	**16.7**	**17.1**	**6.0**

1/ Carriers reporting traffic data on Securities and Exchange Commission Form 10Q.
2/ Data and comparison based on one quarter of data from FY 1999 and FY 2000.

THE FINANCIAL DATA ON THIS PAGE ARE BASED ON EACH CARRIER'S QUARTERLY FILINGS ON SECURITIES AND EXCHANGE COMMISSION FORM 10Q.

SYSTEM PASSENGER YIELDS

(AVERAGE REVENUE PER SCHEDULED REVENUE PASSENGER MILE)

FIRST HALF FISCAL YEAR 2000

	Actual Yield (Cents)	Change from FY 1999 (%)	Break Even Yield (Cents)	Increase Required To Break Even (%)
Majors				
Alaska	12.39	3.7	12.27	--
America West	11.66	(0.2)	11.12	--
American	13.76	5.2	12.97	--
American Trans Air	9.11	(16.0)	8.29	--
American Eagle	36.72	0.7	35.45	--
Continental	12.39	(0.6)	12.35	--
Delta	12.88	0.0	12.38	--
Northwest	11.85	6.3	11.51	--
Southwest	12.39	(2.4)	10.74	--
Trans World	11.81	(1.8)	14.82	25.5
United	12.82	5.6	12.04	--
USAirways	16.84	(1.8)	17.77	5.5
Total Reporting	**13.07**	**2.1**	**12.70**	**--**
Nationals				
Airtran	14.26	3.9	12.65	--
Air Wisconsin	24.10	5.3	23.35	--
Aloha	28.56	3.8	31.82	11.4
Atlantic Southeast	31.11	(21.7)	24.27	--
Continental Express	29.86	(13.2)	27.66	--
Continental Micronesia	13.19	11.8	12.12	--
Executive	35.68	(2.7)	34.95	--
Frontier	15.46	5.1	14.09	--
Hawaiian	10.75	9.2	13.86	28.9
Horizon	28.46	1.6	28.49	0.1
Mesaba	25.76	(12.2)	22.75	--
Midway	19.40	(11.3)	21.04	8.5
Midwest Express	18.60	0.0	17.42	--
National	9.78	n/a	13.00	33.0
Spirit	9.54	(3.1)	10.08	5.7
Sun Country	8.28	n/a	9.90	19.6
Trans States	42.84	2.7	44.60	4.1
USAir Shuttle	54.99	(1.9)	55.74	1.4
Vanguard Air Express	13.57	(1.2)	17.01	25.4
Total Reporting	**17.80**	**(6.3)**	**(17.66)**	**--**

SYSTEM PASSENGER YIELDS (Con't.)

(AVERAGE REVENUE PER SCHEDULED REVENUE PASSENGER MILE)

FIRST HALF FISCAL YEAR 2000

	Actual Yield (Cents)	Change from FY 1999 (%)	Break Even Yield (Cents)	Increase Required To Break Even (%)
Large/Medium Regionals				
Pro Air	18.28	n/a	37.42	104.7
Reeve	44.78	16.4	69.10	54.4
UFS, Inc.	63.62	10.3	42.51	--
Total Reporting	**34.73**	**(31.1)**	**43.88**	**26.3**
Sel. Reg./Comm.				
Atlantic Coast	34.98	2.9	32.05	--
Great Lakes	43.84	7.6	42.31	--
Mesa	29.28	(5.3)	27.55	--
Skywest	39.46	4.6	32.56	--
Total Reporting	**33.74**	**0.4**	**30.45**	**--**
Total Reporting Carriers	**13.43**	**2.1**	**13.05**	**--**

YIELD DATA FOR MAJORS, NATIONALS, AND LARGE/MEDIUM REGIONALS ARE BASED ON EACH CARRIER'S FILINGS ON DOT FORM 41. YIELD DATA FOR SELECTED REGIONALS/COMMUTERS IS BASED ON EACH CARRIER'S FILINGS ON SECURITIES AND EXCHANGE COMMISSION FORM 10Q.

AIR CARRIER JET FUEL PRICES

FIRST HALF FISCAL YEAR 2000

	DOMESTIC			INTERNATIONAL		
		Percent Change from			Percent Change from	
	Cents/ Gallon	Previous Month	Same Month Previous Year	Cents/ Gallon	Previous Month	Same Month Previous Year
FY 1999						
October	49.97	2.8	(18.3)	53.85	6.2	(18.5)
November	50.10	0.3	(20.0)	53.99	0.3	(21.0)
December	44.49	(11.2)	(25.5)	48.15	(10.8)	(28.6)
January	44.34	(0.3)	(22.0)	47.57	(1.2)	(24.3)
February	43.89	(1.0)	(20.0)	48.74	2.5	(17.3)
March	43.83	(0.1)	(14.3)	46.61	(4.4)	(16.5)
AVG. FY 1999	**46.10**		**(20.1)**	**49.82**		**(21.1)**
FY 2000						
October	59.12	6.0	18.3	66.15	5.0	22.8
November	60.37	2.1	20.5	67.74	2.4	25.5
December	62.84	4.1	41.3	71.29	5.2	48.1
January	69.83	11.1	57.5	78.64	10.3	65.3
February	73.38	5.1	67.2	81.83	4.1	67.9
March	75.09	2.3	71.3	83.08	1.5	78.2
AVG. FY 2000	**66.77**		**44.8**	**74.79**		**50.1**

Domestic jet fuel averaged 66.8 cents and international jet fuel 74.8 cents per gallon during the first half of FY 2000. This represents an increase of 44.8 and 50.1 percent respectively from average domestic and international fuel prices paid during the same FY 1999 period. Air carrier jet fuel consumption increased 3.7 percent during the first half of FY 2000--up 4.1 percent in domestic markets and 2.4 percent in international markets.

THE FUEL DATA ON THIS PAGE ARE BASED ON DOT FORM 41 FILINGS.